Restriction on marriage of air-hostesses of Indian Airlines

3248. SHRI RAM AWADHESH SINGH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Air India air-hostesses have been allowed to marry after putting in three years' service instead of four years earlier, but the said relaxation is not being allowed to air-hostesses of Indian Airlines;

(b) if so, by when such an anomaly would be removed;

(c) whether such restrictions are in vogue in National Airlines of other countries also; and

(d) If not, what are the reasons for which such restriction have been put for air-hostesses in India?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIV-RAJ PATIL): (a) and (b) The Board of Indian Airlines has also agreed to allow air-hostesses to marry after three years service instead of four years as at present.

(c) and (d) No uniform practice in regard to embargo on marriage of air hostesses is followed by all the Airlines. Whereaj some of the national airlines of foreign countries pe.mit marriage, others either do not permit airhostesses to marry or have put restrictions on marriage within particular period of service.

Air services to Dibrngarjh

8249. SHRI JERLIE E. TARIANG: Will the Minister of CD7IL AVIATION AND TOURISM be pleased to state;

(a) what are the details of Indian Airlines and Vayudoot air services to Dibrugarh during the last five years, year-wise;

(b) what are the details of improvement of air services to the said city during last five years, year-wise;

(c) what specific proposals are under Government's consideration for improvement/development of air services to the said city; and

(d) by when the said proposal.) are likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF CTVTL AVIATION AND TOURISM (SHRI SHTV-RAJ PATIL); (a) A statement showing details of the air services operated by Indian Airlines and Vayudoot during the last five years (1984 to 1988) is attached. *[See* Appendix CXLIX, Annexure, 174]

(b) Whereas Indian Airlines could not augment capacity to Dibrugarh during the last five years due to capa city constraints, Vayudoot introduced some services covering Dibrugarh, during the last five years.

(c) and (di Augmentation of capacity and development of air ser vices to Dibrugarh by Indian Air lines and Vayudoot will depend upon the availability of additional aircraft capacity and traffic potential.

Development of Social Services in North-East Frontier Railway

3250. SHRI JERLIE E. TARIANG: WiU the Minister of RAILWAYS be pleased to state:

(a) what are the details of development/improvement in rail services made in North-East Frontier Railway during the last five years, year-wise, and in the current year, so farj

<*h)* what specific proposals are under Governments consideration for the development/improvement of Tail services in the said railway; and

c) by when those proposals are likely to be implemented;

(d) wh«ther Government have received representations from various quarters regarding continued deterioration in rail services over the said railway; if so, the details thereof; and

(e) what remedial action Government have initiated in thi$_s$ regard?

THE MINISTER t)F STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA): (a) to (c) "A statement is attached. (See below).

(d) Some complaint$_s$ have been r(eceived^r regarding unsatisfactory condition of coaches and inadequate passenger amenities in the region.

(e) (i) Additional train services being introduced consistent with rolling stock availability.

(ii) Condition $_0$f rolling stock is under constant watch.

(iii) Additional passenger amenities being provided and existing passenger amenities being improved. Five stations have been selected to be developed as model stations. Rs. 1.80 crores are proposed to be spent on improvement of passengers amenities during 1988-89.

Statement

Details of IdeVelopment/improvement made in rail services in North-East Frontier Railway during the last five years, year wise, and in the current year are as under:—

Year	Important Development/improvements made in rail services
1984	(1) 901/902 weekly express train between New Bongaigaon an Trivandrum introduced.
	(2) Broad Gauge line from New Bongaigaon extended upto Guwahati. ;
1985	(1) 17/18 Dooars Express between Katihar-Guwahati'provided.
1986	■ (1) 509/510 Guwahati-Lucknow (4 days a week) introduced.
	(2) 207/208 Express between Guwahati-Lumbding-Dimapur introduced.
	(3) Metre Gauge line from Dharmanagar extended upto Pencharthal.
1987	. (1) 939/940 Weekly express between Guwahati and Cochin introduced.
	(2) 945/946 weekly express between Guwahati and Bombay intro duced.
	(3) Frequency of 509/510 Guwahati-New Delhi express increased from 4 days to daily.
1988	. (1) 975/976 weekly express between Bangalore and Guwahati introduced.
	(2) Metre Gauge line from Lalla Bazar extended upto Jamira.
	(3) 57/58 Kanchenjunga express extended upto Guwahati and made daily.
	(4) One through coach each on 901/902 and 939/940 expresses between Guwahati and Mangalore.

Year	Important Development/Improyements \made in rail services
1989	. (1) A daily express train between Katihar and Delhi from 1-5-89. (2) 945/946 Guwahati-Dadar express will be accelerated from May, 1989. (3) Number of sleeper coaches between Katihar and Sealdal is being increased from May, 1989. (4) Metre Gauge line from Balipara extended upto Gamar, (5) 45/46 Capital express between Katihar and Danapur being dieselised from May, 1989. (6) All Passenger trains between Katihar-Malda will be dieselised.

Criteria/guidelines for selection of members of Railway users' consultative committees

3251. SHRI JERLIE E. TARIANG: Will the Minister of RAILWAYS be pleased to state:

(a) what are the criteria/guidelines adopted by Government for selecting members of Railway Users' Consul tative Committee at Divisional, Zonal and National level;

(b) what are the details of functions of the said Committee and the composition of Z.R.U.C.C. for North-East Frontier Railway and that of D.R.U.C.C. for its Tinsukia Division stating the respectivle interests represented;

(c) what are the details of privileges/facilities and other powers enjoyed by members of these committees, level-wise, and the period upto which the present Z.R.U.C.C. for N. F. Railways and the present D.R.U.C.C. for Tinsukia Division would function; and

(d) what are the details of meetings held so far by the said Z.R.U.C.C and D.R.U.C.C. alongwith the reco-mendations made by them and those ^implemented by Government?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA): (a) Nomination of Members on the Divisional/Zonal Railway Users' Consultative Committees and on National Railway Users' Consultative Council is based on the principle of securing as wide a representation as is practicable of the various identifiable and important groups of rail users.

(b) These committees function as consultative bodies on matters pertaining to provision of passenger amenities, opening of new stations, catering and vending facilities and allied subjects. The composition of DRUCC, Tinsukia Division and ZRUCC, NF Railway alongwith the interests represented is furnished in the enclosed annexure. *(See* below) .

(c) The term of the DRUCC, Tinsukia is from 1-9-88 to 31-8-90 and that of ZRUCC, NF Railway is from 1-11-88 to 31-10-90. The Members of these Committees/Council are given free passes for attending meetings in connection with Committees/Council's work and Travelling/Daily allowance as per rules in force from time to time. The suggestions of these Committees/Council are recommendatory.

(d) The information is being collected and will be laid on the Table of the Sabha.